

**§86.10.2 Same — Bus Loading Zone**

It shall be unlawful for any vehicle to stop, stand or park in any bus loading zone, except a bus engaged in intra-city transportation of passengers.  
*(Renumbered from Sec. 86.03.2 on 4-10-1956 by O-6936 N.S.)*

**§86.10.3 Parking in Alleys**

Except in Alley Parking Zones as designated and posted pursuant to Section 86.06 of this Code, no person shall stop or stand any vehicle in an alley for a period of time longer than is necessary for the loading or unloading of passengers or materials. Such loading or unloading shall not consume more than three (3) minutes for passengers nor more than twenty (20) minutes for materials. No person shall stop or stand any vehicle in an alley in such a manner that would prevent the passage of emergency vehicles.  
*(Amended 7-16-1975 by O-11651 N.S.)*

**§86.10.4 Standing or Loading only In Certain Places — Sight Seeing Bus Loading Zone**

Between the hours of 6:00 o'clock a.m. and 6:00 o'clock p.m. (Sundays and holidays included) it shall be unlawful for the driver of any vehicle, other than a sight seeing bus, to stop, stand or park said vehicle in any sight seeing bus loading zone.  
*(Renumbered from Sec. 86.03.5 on 4-10-1956 by O-6936 N.S.)*

**§86.11 Parking Meter Zones and Rates—Authority**

- (a) The City Council may by ordinance establish and define parking meter zones and parking meter rates under the authority of Section 22508 of the California Vehicle Code.
- (b) The Council hereby establishes a parking rate of \$1.25 per hour.
- (c) In any parking meter zone, when any vehicle shall be parked in any space alongside of or next to which a parking meter is located in accordance with the provisions of this chapter, the operator of said vehicle shall, upon entering said parking space, immediately cause to be deposited coins in the appropriate denomination according to the time interval desired within the maximum limit and the posted parking rates.

*(Amended 7-14-2003 by O-19198 N.S.)*

**§86.12 Parking Meters — Parking Regulated**

The City Manager is hereby instructed to have lines or markings painted or placed upon the curb and/or upon the street adjacent to each parking meter for the purpose of designating the parking space for which said meter is to be used, and each vehicle parking alongside of or next to any parking meter shall park within the lines or markings so established. It shall be unlawful and a violation of this Article to park any vehicle across any such line or marking or to park said vehicle in such position that the same shall not be entirely within the area so designated by such lines or markings.

When a parking space in any parking meter zone is paralleled to the adjacent curb or sidewalk, any vehicle parked in such parking space shall be parked so that the foremost part of such vehicle shall be alongside of and nearest the parking meter; when a parking space in any parking meter zone is diagonal to the curb or sidewalk, any vehicle parked in such parking space shall be parked with the foremost part of such vehicle directly at and nearest to such meter.

*(Amended 12-28-1961 by O-8571 N.S.)*

### **§86.13      Parking Meter Zones — Established**

All parking meter zones heretofore established shall be and remain in effect, and the parking meter rate which shall apply in said zone shall be Rate Zone A.

When parking meter zones are hereafter established or when it is determined by the City Council that there is a need for reconsideration and revision of the applicable parking meter rate zone to existing parking meter zones, the City Manager shall make a survey of the area involved.

The City Manager's survey shall be directed toward an analysis of the efficiency, safety and regulation of the traffic upon the public streets. The City Manager shall recommend areas in which new parking meter zones shall be established, recommend changes in old parking meter zones and the parking meter rate zone which shall apply in such areas. The Manager's recommendation shall be based upon the following considerations:

- (a) Character of the neighborhood;
- (b) Density of metering;
- (c) Amount and type of off-street parking;
- (d) Relative vehicle turnover;